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Transportation Facilities and Other Installations, ASTRAKHANREPORT1. Physical Layouta. Layout

As of 1956, the city of ASTRAKHAN extended from N to S 10 to 12 km along the Volga River and from E to W, about 4 to 5 km (see attached sketch).

b. Climate

Summer temperatures reach as high as 40 degrees centigrade during the daytime. The temperature drops a few degrees at night. During the summer months sandstorms frequently move up from the SE while winds from the SW bring mostly rain. The natives call these rains "Astrakhan doshdy" (Astrakhan rain). The main rainy seasons are in May and September.

Winter begins about November. The cold is extreme, the temperatures are often as low as minus 40 degrees centigrade at ASTRAKHAN. The Volga River is frozen over from December to March, and motor vehicles use the frozen river as a road. When the warm weather begins in April the thawing ice and snow from farther up the Volga River cause the river to rise about 5 to 7 m above the normal level. However, the city is never flooded, for it lies on higher ground. Small villages on the river banks of the Volga River, both N and S of ASTRAKHAN, are sometimes flooded, as are wide stretches of land which are not protected by dams.

c. Streets

About half of the streets of the city have a cobblestone or asphalt surface. The rest are of plain dirt. All the streets in the suburbs are of dirt, except the main street through TRUSOVO, which has a cobblestone surface.

d. Buildings and Houses

Most of the buildings and houses in the city are one-story wooden constructions. One also finds some houses made of clay. About 25% of the buildings are of stone construction, with one to three stories, containing mostly offices. Most of the buildings are old and in poor condition.

The houses in the suburbs are mostly of wood or clay. A stone construction is hardly found in the suburbs.

The most impressive building in the city of ASTRAKHAN is the old castle, called "Krepost" (38), with its towers, one of which is 40 m high and three, 25 m high. The Krepost is situated on a small hill in the center of the city. It was constructed in the 16th century and is presently used as a military garrison. It can be seen from as far away as 10 km.

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### e. Suburbs

Across the Volga River, to the W of ASTRAKHAN, is the suburb of TRUSOVO, which extends about 5 km from N to S along the right (western) river bank of the Volga. Just N of TRUSOVO are the Solyanka, three purely Tartar settlements. To the N and W of the city are the suburbs of SVABODNOYE and ENGELSA respectively. Just NW of ENGELSA, source observed an unknown number of factories, but could give no further information.

## 2. Population

Source estimates the population of ASTRAKHAN to be about 250,000. About 40% are Tartars, who are mostly laborers. The Jewish element of the population amounts to about 10%, mostly small businessmen, with small shops and stores. The rest of the population are Russians.

The entire Kalmuk population of ASTRAKHAN was deported to Siberia in 1943 because they were suspected of being too friendly to the Germans and endangered the war operation during that time. In spring 1956, about 50 Kalmuks were returned from Siberia. Source was told that these are the only Kalmuks still living of the thousands that were taken away.

## 3. Transportation

### a. Railroad Transportation

#### (1) RR Lines and Bridges

The double-tracked RR line (5'-gauge) BAKU-STALINGRAD (35) runs through the S and E side of the city over a RR and road bridge (34), constructed in 1954. Formerly, the RR line ran along the E and N side of the city, over a single-tracked RR bridge (33) near the Solyanka. This RR bridge was disassembled in 1955 and parts of it were used to repair the RR bridge (47) leading over the Krivaya Bolda and Primaya Bolda N of the city between RR station II (41) and the main RR station. The RR tracks which lead to the RR bridge (33) were not removed because the river can still be crossed near this point on an emergency single-tracked RR pontoon bridge (51) which is disassembled and stored nearby, along the RR tracks (48). As source was told by fellow owrkers, the pontoon bridge was at this location already during WW II and was also used for short periods of time. A former engineer of the Soviet Army, now employed at the Privolzhskiy fish combine (3) told source that this pontoon bridge could be set up in less than one hour. Source did not learn any more about the pontoon bridge. He could not say if the pontoons are metal or pneumatic, as they are stored nearby in small wooden shacks.

Most of the fish combines and other industrial plants in the ASTRAKHAN area are connected with the main RR line by a spur track.

A single-tracked, 5' gauge RR line (37) was constructed during WW II from the RR bridge (33) to the village of STRELETSKOYE, which is located about 12 to 15 km N of ASTRAKHAN on the W bank of the Volga river.

Two pontoon barges (9 and 9a) were observed by source in the Volga River. He was told by Russians that these barges are used for making repairs on bridges. He was also told by Russians that the barges are of metal, that one barge is about 30 x 15 m, and that the barges can be flooded so they are almost submerged. The pontoon barge is set under a bridge, or part of one, and when the water is pumped out it raises itself and allows repairs to be made right on the spot without the bridge collapsing. Water pumps on both ends of the barge control the water used as ballast.

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(2) RR Stations

The main RR station of ASTRAKHAN is located in the northern part of the city. (Source could not locate station on his sketch.) The roof of the station building is onion-shaped, 25 m high, and dark green on top. The building is constructed of stone and is about 100 x 25 m. Source observed about six or seven platforms, each covered with an individual wooden roof. Waiting rooms, restaurant, baggage check room, and ticket counter are all located in the main building. Source observed many plainclothesmen and uniformed policemen in the RR station area. Source could not give a pin point location of the main RR station.

Source also observed a RR station (41), called "Astrakhan RR Station No. 2", about 5 km N of the city. The station handles mostly freight traffic. Source could not give any further information.

Nearby, where the pontoon bridge (48) is stored, source observed an area (50) about 200 x 100 m along the RR tracks, used for loading wooden logs on RR cars, to be sent to places in the Astrakhan area which cannot be reached by water transportation but have rail connection. The logs loaded are taken out of the water at a point (53) S of the disassembled RR bridge (33).

(3) RR Schedule and Fares

Only one train a day leaves ASTRAKHAN for MOSCOW, at 2330 hours Moscow time. Source heard that it takes about 50 hours for this train to reach MOSCOW, and that the train fare is about 110 rubles. Source has no information on any other trains.

b. River Transportation(1) Local Ferry Traffic

Passenger traffic is kept up between ASTRAKHAN and the surrounding towns and villages located on the Volga river and its tributaries by ferry boats in the summer time and by bus and truck in winter time when the river is frozen. Source observed three types of ferry boats:

(a) Paddle-wheel Boats

Source observed five or six paddle-wheel boats which were used for passenger and freight traffic between ASTRAKHAN and KRASNYY YAR, CHERTAMBAY, and ALGARA. The capacity of one boat is about 250 persons and an unknown amount of freight. The boats travel about 10 to 15 km per hour. They are mostly used on the Krivaya Bolda and on tributaries of the Volga River which are narrow and have many bends and turns, for they are able to turn easier than propeller-driven boats. Source remembered the names of four of the boats: Zuid, Nord, Admiral, Penfilof, and Stenko Riazin. The boats were constructed before WW I. Source had no further information.

(b) Diesel Powered Ferry Boats

Twenty-one diesel-powered ferry boats are used for passenger traffic on the Volga River between ASTRAKHAN and towns and villages on the Volga River within a 20 km radius. The boats travel about 20 to 25 km per hour. The capacity is 100 to 120 passengers. A snackbar and a liquor bar are also on every boat. Boats have no names, but are numbered S-98 through S-118. They were first observed by source in 1955 and were not more than one year old at the time.

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(c) Diesel-Powered Ferry Boats

About six diesel-powered boats, other than the ones mentioned above, were also observed by source in ferry traffic on the Volga River, in the ASTRAKHAN area. The boats have a capacity of about 180 passengers. They are in poor condition and break down frequently. They are repaired at an unknown repair shop at ENGELSA. The boats are about ten years old. Source remembered the following names of the boats: Moskva, Stalingrad, Odessa, Krasnodon, Kronstadt.

(2) Ferry Boat Fare

The fares on the different ferry boats are the same. Source recalled the following fares:

<u>From</u>	<u>To</u>	
ASTRAKHAN	TRUSOVO	0.80 rubles
"	PRIVOLZHSKIY	1.30 rubles
"	KRASNY YAR	9.00 rubles
"	STRELETSKOYE	2.60 rubles

(3) Ferry Boat Operation

During the winter when the Volga River is frozen over, the boats are kept in the water and an area about 2 m wide around the boats is kept ice-free by breaking the ice frequently. This is done to prevent the ice from crushing or damaging the hulls. The frozen river is used as a traffic artery by passenger buses and trucks, and the fare is increased about 50%. Source could give no detailed information on the ferry schedules. He mentioned that about every 30 minutes a boat leaves ASTRAKHAN for TRUSOVO and that hourly service is maintained between ASTRAKHAN and nearby towns to the N and S. Daily, one or two boats voyage to more distant places like KRASNYY YAR or ALGARA.

(4) Long Distanced Ferry Traffic

A boat leaves daily from ASTRAKHAN to STALINGRAD and also to MOSCOW. Boats leave ASTRAKHAN for BAKU, GORKI, ODESSA. Some of these boats are about 100 m (sic) long, steam-powered, and have a capacity of 1,000 passengers. Sleeping cabins are available for the passengers who can afford them. On every boat is a restaurant and a bar. The boats also carry small amounts of goods, mostly food. Source was told that these boats are at the most five years old (this was in 1956). Fare from ASTRAKHAN to STALINGRAD is about 40 to 45 rubels for a third class accommodation.

(5) Freight Transportation

Source observed an unknown number of boats and barges going downstream and upstream on the Volga River and laden with agricultural products, crude oil, coal, stones, etc. Also, an unknown number of log floats are shipped down the Volga River from the Ural mountains to the sawmills along the river. Also some of the logs of the floats are stored near the shore, to be shipped inland, or to be used on the river, again. All freight traffic stops as soon as the river shows signs of freezing over. The products are then shipped by rail.

c. Other Transportation

Source observed bus and street car traffic in the city of ASTRAKHAN but could give no information on them.

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#### d. Air Transportation

Source was told by Russians that an airfield is located near the village of TENAKI, which is about 10 km NW of ASTRAKHAN. Source also saw two- and four-engined planes flying low in this direction. He had no further information.

#### 4. Harbor

Along the banks of the Volga River and its tributaries or arms in the ASTRAKHAN area are many harbor installations. The shores, in most places, are protected by concrete walls (54) which are up to 7 m above the water level and serve both as quays and protection against floods. Because most of the goods is shipped by boat, different kinds of small cranes (11) are installed on the quays to speed up the loading and unloading of the freight. Near the SOLYANKA, source observed four floating cranes (10), which were employed to take logs out of the water. Source estimated the capacity of one crane at about 50 tons.

##### a. Fishing Ports

The fishing ports are mostly located downstream from the city and also near the Caspian Sea. The fish caught are mostly brought to the fish combines in boats which can carry the catch of several fishing boats.

##### b. Passenger Harbor

Quay number "10" (22), "11" (21) and "17" (20) are landing points for the larger passenger boats. Quay number "17" is supposed to be the most modern quay in the entire USSR. From here boats leave for STALINGRAD, MOSCOW, ODESSA, and other places. The quay is about 400 m long and 6 m above the normal Volga River water level. On the E side of the quay is a small, beautiful park. The quay is of cement construction. Quays number "10" and "11" are used mainly for ferry boat traffic. They are each about 80 x 15 m in size and float in the water. They are connected with the shore by a 10- to 20-m-long, small wooden bridge. On the floating quays are the ticket counters, waiting rooms, small restaurant etc. Similar quays are all along the Volga River; for example, one is at SOLYANKA (42b), one at PRIVOLZHSKIY (42c) and two at TRUSOVO (42a).

##### c. Military Harbor

Quay number "5" (23) is off limits to the civilian population, and source does not know its use. In May 1956 he observed two small gunboats anchored near the quay. The quay is about 500 m long and of concrete construction. The entire area is fenced off and is guarded by unknown personnel who are armed with sub-machine guns.

##### d. Freight Harbor

Quays for loading and unloading freight are located all along the banks of the Volga River. Source knows of quay Number "2 and 3" (24) as being a freight harbor. In May 1956 he observed an unknown number of refrigerator ships at the quay.

The floats coming down the Volga River are stopped and disassembled at points (1,5,12,17,18,45,53), where the logs are taken out of the water and sent to sawmills or stored for future use.

#### 5. Highways

Source observed a highway (36) leading from ASTRAKHAN to STALINGRAD. At ASTRAKHAN, it was a two-lane hardtop road, which was still under construction in September 1956. Construction on the highway started in 1954. At PRIVOLZHSKIY the

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road runs on a 2-m-high embankment, which prevents the Volga River from flooding the road. Source was told that a similar road leads from ASTRAKHAN to STEPNOY. He had no further information.

#### 6. Power and Water Supply

Source had no information on the power or water supply of the city of ASTRAKHAN and its surrounding suburbs.

The party secretary of the Privolzhskiy fish combine (3), told source that during the sixth Five-Year Plan (1955-1960), an atomic power plant was to be built in ASTRAKHAN at a point (19) S of the Tsarev river on the left bank of the Volga River.

#### 7. Economy

Due to the decreasing amount of water entering the Caspian Sea from the Volga River, the Sea is getting smaller in volume and the amount of fish caught is decreasing. Source gave, as an example, the size of the island (25) in the Volga River at ASTRAKHAN. The island is now almost twice the size (4) that it was ten years ago, as a result of the sinking of the water level. It was also rumored at ASTRAKHAN, in September 1956, that the fish combines would close down for a period of three years (1957-1959) in order to let the number of fish increase.

During the winter months the fish combines cut out of the frozen river cubes of ice which are stacked on the shore near the fish combines. The ice is then covered with sawdust and reeds, which makes an insulation cover. This cut ice is used during the whole year as icing for the fish catch. In case a fish combine runs out of this type of ice during the summer months, it must get some ice from an ice factory or a fish combine which has an excess of ice or cease operations. Ice sold during the summer months usually costs 90 rubles per cubic meter. The ice storage area for the Privolzhskiy fish combine is at a point (6) about 500 m S of the plant on the shore of the Volga river.

Fresh fish is graded at ASTRAKHAN as follows:

- Grade I: Fresh fish which was stored in ice immediately after it was caught.
- Grade II: Fresh fish handled as grade I, but flesh slightly damaged,
- Grade III: Fish which has been stored on ice after it was caught but gives off a slight smell of decay, and has to be salted to prevent it from spoiling,
- Grade IV: Rotten fish and flesh-damaged fish of grades I, II, and III, which can only be used for animal feed.

The norm for most of the fish combines in the ASTRAKHAN area in 1955 was as follows: (over-all production figures not known.)

Grade I	92%	of total production
Grade II	5%	" " "
Grade III	3%	" " "
Grade IV	0%	" " "

Actually, most fish combines in the ASTRAKHAN area average the following production in 1955:

Grade I	80%	of total production
Grade II	10%	" " "
Grade III	7%	" " "
Grade IV	3%	" " "

In 1955 the Privolzhskiy fish combine averaged the following production, as source was told by fellow workers:

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Grade I	50%	of total production
Grade II	35%	" " "
Grade III	8%	" " "
Grade IV	7%	" " "

(1) Mikoyan Fish Combine (44)

It is located on the N side of ASTRAKHAN on the Primaya Bolda. About 1,000 persons, mostly women, are employed at the combine. Different kinds of fish are processed here to be canned in 350- and 500-gram cans. The daily output is about 1,000,000 cans. The entire canning operation is mechanical. During the winter months, the output drops to about 500,000 daily, for the fish has to be caught under the ice, and not so many fish are caught this way as are caught by other methods during the summer months. The fish are unloaded by cranes (11) and one suction pipe. When the Volga River is frozen, the fish are brought to the combine by trucks and horse-drawn sleighs.

(2) Boldinskiy Fish Combine (28)

It is located on the N side of the city of ASTRAKHAN on the Primaya Bolda River. It employs about 500 persons, of which about 350 are women. The products of the plant are smoked, salted, frozen and dried fish. Source had no further information.

(3) Budennyv Fish Combine (29)

It is located on the N side of the city of ASTRAKHAN on the Primaya Bolda. It produces smoked, salted, dried, and frozen fish. Source has no further information.

(4) Krupskiy Fish Combine (30)

It is located on the N side of the city of ASTRAKHAN on the Primaya Bolda. Employed there are about 400 women and 100 men. It produces smoked, salted, dried and frozen fish. Source had no further information.

(5) Trusovo Fish Combine (16)

It is located on the W bank of the Volga River in the Astrakhan suburb of Trusovo. Employed there are about 600 persons, 450 women and 150 men. It produced salted, smoked, dried, and frozen fish. Source had no further information.

(6) Molodezhnaya Fish Combine (14)

It is located on the W bank of the Volga River in the Astrakhan suburb Trusovo. Employed there are about 500 persons, mostly women. It produces canned fish and canned fish fillets. Source had no further information.

(7) Molodaya Gvardiya Fish Combine (15)

It is located on the W bank of the Volga River in the Astrakhan suburb of Trusovo. It employs about 400 persons. The combine produces smoked, frozen, dried, and salted fish. Source had no further information.

(8) Privolzhskiy Fish Combine (3)

It is located S of the town of PRIVOLZHSKIY, on the W bank of the Volga river, about 5 km N of the city of ASTRAKHAN. Employed there are about 400 women and 100 men. The daily output during the summer months is about 8,000 kg smoked fish, 16,000 salted fish, 10,000 kg frozen fish and 6,000 kg dried fish. During the time when the Volga River is frozen, the output drops about 50%. The dried, smoked and frozen fish is packed in wooden boxes, each 42 kg netto. Salted fish

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is packed in wooden barrels, each 100 to 150 kg netto. All the fish processed and packed at the combine is sent by boat to the fish collection point (26) on the N shore of the Krimaya Bolda near the RR bridge (47). From there the fish is shipped by rail to unknown places.

b. Sawmills and Lumber Storage Areas

All during the summer months, large log floats are sent from the Ural Mountains down the Volga River. The floats are sometimes 1 km long and 500 m wide. Upon arrival on their destination they are taken apart and the logs are either dragged or lifted out of the water, for storage or immediate use. In the Astrakhan area, source observed the following lumber storage areas and sawmills:

(1) Lumber Storage Area Near KARANTINNOYE (1)

This area is located on the W bank of the Volga River within the town of KARANTINNOYE, about 8 km NE of the city of ASTRAKHAN. The logs are dragged out of the river by means of a steel cable and a tractor. Also, a small crane is available, to unload ships which are loaded with smaller logs. The entire area was filled up with logs when source observed it last in August 1956. Source had no further information.

(2) Sawmill and Lumber Storage Area Korakultrest (5)

The area is located S of the town of PRIVOLZHSKIY on the W bank of the Volga River. The area is about 300 x 300 m and a sawmill covers most of it. A great amount of saws are at the place to cut the logs into boards, etc. Employed are about 400 men and women. Very low amounts of logs are stored there, for they are cut apart as fast as they are dragged out of the river. Source had no further information.

(3) Lumber Storage Area (45)

It is located on the border of the town of PRIVOLZHSKIY along the W bank of the Volga River. The area is about 300 x 150 m, about 100 persons, mostly men, are employed there. At this place the logs are dragged out of the water and are loaded on trucks to be shipped to places which can not be reached by water or rail transportation within the Astrakhan area. The only sawing done in this place is to cut the logs down to size for loading on the truck. Source was told by workers that, at all times, 300,000 cubic meter of logs are in this area. Source had no further information.

(4) Sawmill and Lumber Storage Area (12)

It is located on the W shore of the Volga River at the SOLYANKA. The area is about 800 x 400 m. Source observed enormous amounts of logs stored there, piled up, in places, to a height of 20 m. Also a small sawmill is in the area. Source had no further information.

(5) Sawmill and Lumber Storage Area (17)

It is located N of the new RR and road bridge (34) on the W shore of the Volga River in the Astrakhan suburb of Trusovo. The area is about 350 x 350 m. The wood taken out of the river at this place is stored there to dry and then to be cut into boards. Source had no further information.

(6) Sawmill and Lumber Storage Area (18)

It is located S of the new RR and road bridge (34) on the W shore of the Volga River in the Astrakhan suburb of Trusovo. The area is about 750 x 500 m. The wood taken out of the river at this place is stored there to dry and then to be

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Great quantities of logs are stored at this place, source believes that the saw-mill works in conjunction with a shipbuilding plant at an unknown place in TRUSOVO. Source had no further information.

Source observed more sawmills other than those mentioned above in the Astrakhan area, but he is unable to remember the locations or any details of them.

c. MTS

Source had information on the following MTS, located in the town of PRIVOLZHSKIY, about 5 km N of the city of ASTRAKHAN:

(1) MTS (46) is located on the W shore of the Volga River, in the town of PRIVOLZHSKIY. It covers an area of about 200 x 150 m and employs about 50 men. Chief engineer of the MTS is NURULEVICH, Sharifullin Gabbas, who is about 45 years old. The MTS was constructed before 1945. Source had no further information.

(2) MTS (52) is located on the E side of the town of PRIVOLZHSKIY. It covers an area of about 500 x 500 m. Construction on the MTS was started in 1954 and was not completed in September 1956 when source left. (No further information.)

d. Consumer Goods

There is always a scarcity of some kind of consumer goods in the Astrakhan area. Sugar is usually available only on holidays such as 1 May, 1 January, and 8 March.

Source had knowledge of the following prices for consumer goods:

Beef, fresh	1 kg	20.00 - 25.00 rubles
Pork, fresh	1 kg	25.00 rubles
Veal, fresh	1 kg	22.00 - 25.00 rubles
Camel meat, fresh	1 kg	10.00 - 15.00 rubles
Horse meat, fresh	1 kg	3.00 - 10.00 rubles
Goat meat, fresh	1 kg	15.00 - 20.00 rubles
Smoked pork	1 kg	38.00 rubles
Sausage	1 kg	up to 40.00 rubles
Sturgeon	1 kg	37.00 rubles
Caviar, pressed	1 kg	54.00 rubles
Flour, 3rd quality	1 kg	2.10 rubles
Flour, 2nd quality	1 kg	3.90 rubles
Flour, 1st quality	1 kg	5.15 rubles
Noodles	1 kg	3.50 - 5.00 rubles
Butter	1 kg	40.00 - 50.00 rubles
Milk, fresh, winter	1 liter	5.00 - 6.00 rubles
Milk, fresh, summer	1 liter	3.00 - 5.00 rubles
Margarine	1 kg	16.00 - 18.00 rubles
Eggs	1 dozen	12.00 rubles
Salt	1 kg	0.20 rubles
Sugar	1 kg	8.30 - 10.50 rubles
Candy	1 kg	9.90 - 50.00 rubles
Sunflower seed oil	1 liter	18.00 - 20.00 rubles
Potatoes	1 kg	4.00 - 5.00 rubles
Cabbage, white	1 kg	1.00 - 1.50 rubles
Matches	1 box	0.80 rubles
Cigarettes	20	1.50 - 5.00 rubles
Tobacco	50 grams	0.57 rubles
Bread, white	1 kg	1.60 - 3.90 rubles
Bread, black	1 kg	1.15 - 1.25 rubles
Kerosene	1 liter	0.66 rubles
Firewood	1 cu m	40.00 - 80.00 rubles

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e. POL

Source heard from fellow workers that a POL pipe line now runs from BAKU to ASTRAKHAN. The pipeline crosses the Volga River at a point (31) S of the town of PRIVOLZHSKIY. Also a pumping station (32) is located on the W shore of the Volga River.

In August 1956 source went down the Krivaya Bolda River and observed on the S shore, about 1 km E of the Astrakhan suburb, SVABODNOYE, and unknown number of POL tanks (27). He estimated them to be about 20 m high and with a diameter of 10 m. Source had no further information.

f. Other Factories

Source had limited knowledge on the following factories:

(1) Tile and Brick Factory "Keramik" (2)

It is located between the towns of PRIVOLZHSKIY and KARANTINNOYE on the W shore of the Volga River. The plant is of older construction and covers an area of about 500 x 500 m. The clay pits are located on the W side of the factory. It employs about 500 persons in three shifts. The plant operates seven days a week. It produces an unknown amount of tiles and bricks.

(2) Tannery "Krasnyi Otkryabr" (7)

The tannery is located about 1 km S of the town of PRIVOLZHSKIY, near the Privolzhskiy fish combine (3). It covers an area of about 100 x 100 m and employs 50 persons. During WW II the tannery was destroyed. It was reconstructed sometime after 1945. The tannery tans hides of cows, goats, camels, rats, rabbits, etc., brought there by the civilian population in the Astrakhan area.

(3) Barrel Factory "Dzerzhinskii" (13)

The factory is located on the W shore of the Volga River in the Astrakhan suburb TRUSOV. It covers an area of about 500 x 300 m. It produces wooden barrels and boxes, which are sold to the fish combines.

(4) Factory Under Construction (4)

The construction site is located immediately S of the Privolzhskiy fish combine (3) on the W bank of the Volga River. Source observed that construction started in 1955. Construction will be completed in 1957. It was rumored that it will be a repair shop for boats and ship engines and also for weed-cutting machines. It covers an area of about 50 x 100 m.

81 Military Activitiesa. Naval Activities

Quay number "5" (23) in ASTRAKHAN is a restricted area as source observed in August 1956, when he went near there. Also source observed two 100-m-long gunboats anchored off the quay. He could not identify same.

Near the W shore of the Volga River, about 500 m S of the former RA bridge (33), source observed a large rusty metal shed (43) in the water, which, as he was told by a Russian friend, was a hiding place for a submarine. The shed is about 80 m long, 20 m wide, and 8 m above the water level.

b. Army Activities

Source observed, in September 1956 a military installation (39) which is

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located in what was once a nunnery, about 1 km E of the castle called "Krepost" (38) (which also serves as a military installation). Near the SOLYANKA, the Tartar settlements on the W shore of the Volga River, source observed, in August 1956, an area (49) about 300 x 400 m which is heavily guarded and fenced in with barbed wire. Extensive construction was going on in the area. Source heard a rumor that a slag stone plant was being constructed, but nobody believes so, for the area is too heavily guarded (by Soviet Army soldiers) for such an operation. Source was told by a fellow worker, that an underground ammunition dump (8) is located about 1 km SE of the town of PRIVOLZHSKIY and just W of the highway from ASTRAKHAN to STALINGRAD (36). Source observed the ammunition dump on September 1956 while passing by on a truck. The entire area, about 200 x 400 m, was enclosed with a 2-m-high barbed wire fence and was guarded by an unknown number of armed soldiers. No construction is in the area, which is covered with grass. On the N side, source believes to have seen a footpath to a subsurface 2x1 m metal door. Source had no further information.

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of 2Transportation Facilities and Other Installations, ASTRAKHANInclosure 1Sketch of AreaLEGEND

- |   |   |
|---|---|
| 1. Lumber storage area                                      | 41. RR station No. 2, ASTRAKHAN                 |
| 2. Tile and brick factory "Keramik"                         | 42a. Ferry boat quay Trusevo                    |
| 3. Privolzhskiy fish combine                                | 42b. Ferry boat quay Solyanka                   |
| 4. Factory (under construction)                             | 42c. Ferry boat quay Privolzhskiy               |
| 5. Sawmill and lumber storage area "Korakultrest"           | 43. Metal shed, hiding place for submarine      |
| 6. Ice storage area   | 44. Mikoyan fish combine                        |
| 7. Tannery "Krasnyi Oktyabr"                                | 45. Lumber storage area                         |
| 8. Ammunition dump  | 46. MTS Privolzhskiy                            |
| 9. Pontoon barge  | 47. RR bridge                                   |
| 9a. Pontoon barge   | 48. Storage point of pontoon bridge             |
| 10. Crane, floating   | 49. Restricted construction area                |
| 11. Crane, fixed  | 50. Point for loading logs on RR cars           |
| 12. Sawmill and lumber storage area                         | 51. Approximate site of the pontoon bridge      |
| 13. Barrel factory "Dzerzhinskii"                           | 52. MTS under construction                      |
| 14. Fish combine "Molodezhnaya"                             | 53. Point where logs are taken out of the water |
| 15. Fish combine "Molodaya"                                 | 54. Concrete wall on shore                      |
| 16. Fish combine "Trusovo"                                  |   |
| 17. Sawmill and lumber storage area                         |   |
| 18. Sawmill and lumber storage area                         |   |
| 19. Approximate site of atom power plant under construction |   |
| 20. Quay No. "17"   |   |
| 21. Quay No. "11"   |   |
| 22. Quay No. "10"   |   |
| 23. Quay No. "5"  |   |
| 24. Quay No. "2 and 3"                                      |   |
| 25. Size of island (1945) (see item 40)                     |   |
| 26. Fish collection point                                   |   |
| 27. POL dump  |   |
| 28. Boldinskiy fish combine                                 |   |
| 29. Budenny fish combine                                    |   |
| 30. Krupskiy fish combine                                   |   |
| 31. Subsurface oil pipeline                                 |   |
| 32. POL pump station  |   |
| 33. Disassembled RR bridge                                  |   |
| 34. RR and road bridge                                      |   |
| 35. Approximate location of RR line constructed in 1954     |   |
| 36. Highway from ASTRAKHAN to STALIN-GRAD                   |   |
| 37. Approximate location of RR line                         |   |
| 38. "Krepost"   |   |
| 39. Approximate location of former nunnery                  |   |
| 40. Size of island (1956) (see item 25)                     |   |

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INCLOSURE 1  
SKETCH OF AREA

